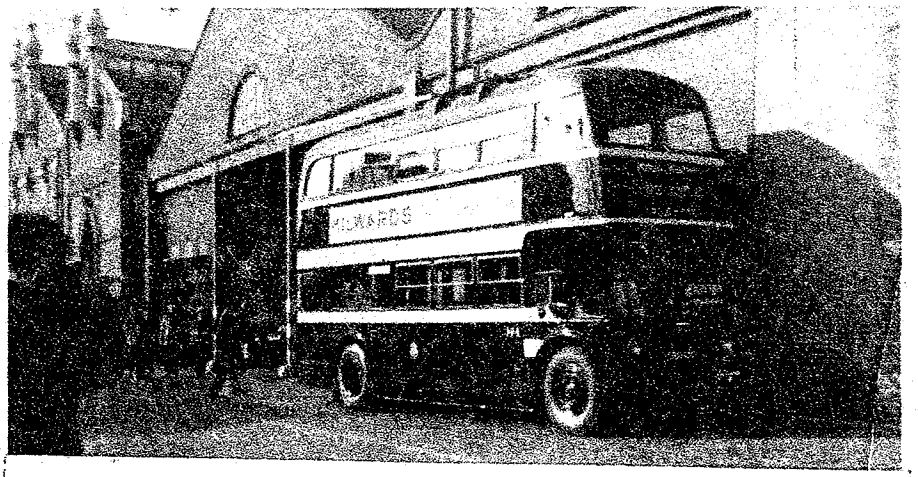
THE LAST DAY OF READING'S TROLLEYBUSES - 3/11/68

M&T NEWS



READING CORPORATION TRANSPORT

SOUVENIR TICKET

ISSUED TO COMMEMORATE THE END OF TROLLEYBUS OPERATION 3rd NOVEMBER, 1968

READING TRANSPORT SOCIETY

No. 1523

M.&.T.NEWS

November 1968 No.48

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
Treasurer : M.Q.Craig,35,Norton Park View,Norton,Sheffield S8 8GS
Editor : R.Banks,17,Ulley Crescent,Sheffield,S13 8BA

SOCIETY NEWS.

At the Society meeting on 1st.November the main topics of discussion were the possible purchase of Bedford OB coach LRB 750 from Booth and Fisher,and Society involvment in the acquisition of Sheffield mobile canteen ex-216. The future of LRB,it was decided,depends on the success of obtaining a suitable site on which to keep her,although,at the time of writing no such home has yet been found.With regard to the canteen it was thought that the SOES,as a Society,should not be involved with this bus,due to the possible large expense that would be incurred in restoring her.Thus no Society money will be spent on this bus,but she has been bought privately by three Society members,and any information concerning her future should be obtained from P.Hanwell,121,Holmhirst Road,Sheffield S8 OGW.The next Society meeting will be held on Friday 29th.November at 57,Harley Road,Bents Green,Sheffield,commencing at 7.30 p.m.

Enclosed are full details of the last run by exposed radiator AEC Regent 730.We hope that every Sheffield member will attend,and anyone outside Sheffield who may be interested - this will be your last chance to photograph this bus in action and are looking forward to seeing you on 30th.Nov.

The tour proposed to Cardiff in December has been postponed as the trolleybuses have been given another few months grace until new buses are delivered.We hope to be able to visit Cardiff before the end of the system,and details of any plans in this direction will follow.

I have been asked by Mr.H.Brearley to say that,unfortunately,any of his photographs appearing on our cover are not for sale.For details of this month's cover pictures see article on last Reading trolleybuses.

231 passed her M. o.T. test,the main item of expense being our having to meet the cost of two new tyres.She has been for a few runs so far,including Ollerton and Doncaster

and last Saturday(16th.Nov) followed 730 on the 35 route so that members could photograph this bus in service.

We are very grateful to those members who have offered to help paint our model trolleybuses.At the moment we are unable to send out a large number of these,as our wholesaler has temporarily run out until new stocks are delivered,but models will be posted to those who are helping us as soon as we receive them.

EDITOR'S NOTE The flow of news has picked up this month, and I hope that this will continue.To avoid the Christmas rush please will you send all news for the December issue no later than Friday 13th.December.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT

All of 192-221 have arrived.The complete chassis numbers are 801878/2054/5/305/6/617/8/31/2/4-7/701-3/989/90/3009-12/64-7/74/5/84/5.The Show bus,193,was on hire to Manchester Corporation from 25/10/68 where it was used as a one-man-operated double-decker on their 19 service(see Manchester news).It was returned on 13/11/68.On 15/11/68 it was collected by staff from Halifax,where it is on loan,who brought with them Halifax's show exhibit 111,a Willowbrook B45F 33ft.Fleetline,ch.no.62931.This was immediately transferred to EB and is being used on trial on most single-deck (including OMO) services.

3001-4 have chassis type PSU3A/4R

A number of garage changes have occurred viz:

13/10/68 145-7 Hr to EB 811-3 EB to Ld
3/11/68 799-804/8 EB to Ld,141-4,915-9 Hr to EB
10/11/68 920-4 Hr to EB

Buses now showing the unladen weight in decimals are: 107/9/25/63/73,344,523.

Buses repainted 104/7/9,344/54/7,523,991 (on 354 the stair window is painted blue).In undercoat are 125,356,801

Blue wheels 145,264,479/96,893,970,3158

Tenders on 31/10/68 tenders were invited for 26 double and 3 single-deckers.

Delicenced The following buses have been delicenced:
3/11/68 - 2180 (Last exposed radiator at Leadmill)
8/11/68 - 3154/5 (See article '3155 revisits Bradford')
16/11/68 - 2181 22/11/68 - 2197 24/11/68 - 2187

Withdrawls Now withdrawn are (on 28/10/68) 484,807/11/60 (860 was an accident victim).The body on 807 is being

cannibalised for the maintenance of the remaining Orions. It appears that the best of this class are having their bodies partially rebuilt for a further few years service, (e.g. 801) whereas others,on which the bodywork is too rotten,are being withdrawn.A recent rebuild is 766,but this was in an accident recently which cracked the chassis. It is reported that the body of this bus is to be exchanged with that on 1777,on which the body is beyond repair,so that the body ~~wixx~~ repairs will not be wasted.

General Observations From 26/10/68 routes 11/12/512 are operated by 'B' fleet Roe bodied Regent V's,even on Sundays freeing PDR's and Fleetlines for rte.17 which has very heavy loading on the Bradway side.

Following their delivery the dual-entrance PDRs were used on most Herries services including 97/8,81/2,2/3 etc. However an instruction was sent to garage on 2/11/68 to say these must not be used on cross-city services because of loading difficulties at shelters in town centre,and also the absence of many cross-city destinations on the blinds.The journeys on which these should be operated were listed and thus they are being used as follows: Rtes 10/49/89 - almost completely Some journeys on 79/80/91,57,2/3,194,16,7. As much of this is 'B' fleet running the 'B' Atlanteans and Regent V's are much in evidence on cross-city work and local journeys.

Observations

1016 on 63,1102 on 1 both 14/10/68,10 on 8 16/10/68,196 on 53,201 on 42 both 17/10/68,525 on 63,208 on 1 both 18/10/68, 202 on 42,1111 on 75,193,1101 on 97/8 all 21/10/68,198 on 2,1110 on 75 both 22/10/68,1270 on 20,3077 on 63 both 24/10/68,10 on 20,1009 on 63,133 on 95,162 on 51,214 on 43, 207 on 42 all 28/10/68,1342 on 12,1398 on 105,208 on 53 all 29/10/68,203 on 97,199 on 97,7 on 20 all 30/10/68,884 on 95 31/10/68,217 on 82 1/11/68,1403 on 30 2/11/68,191 on 28,1336 on 23,3155 on 66 all 3/11/68,1008 on 53 4/11/68, 1116 on 20,8 on 33,217 on 57,1027 on 92 all 5/11/68,1101/2 on 97/8 both 6/11/68,142 on 43,1102 on 97 both 7/11/68,6 on 75 & 195,7 on 150,1017 on 53 all 8/11/68,141 on 45,918 on 38 10/11/68,1027 on 29,1006 on 43 both 11/11/68,119 on 17 12/11/68

R.Banks E.Wilson P.Beardsley

MUNICIPAL and NATIONALLY-OWNED FLEETS

R.Banks,E.Wilson,P.Beardsley,P.McBlain.

BRADFORD The next batch of new vehicles will be 15 PDR1/13,15 PD3/12 and 20 CRG6 all to have Alexander bodywork.The PDR's will be H76F and the first 4 chassis numbers noted are 800144/5/955/61,the PD3/12 will be bodied early in 1969 and will be similar to Edinburgh's PD3's and the CRG6's were under construction in 8/68 (the first 3 chassis numbers are 62871-3).The PD3 chassis were still at Elmdon in 8/68.Fleet numbers will be 286-335 with corresponding LAK - G registrations.

CHESTERFIELD Withdrawn are 178/83.
The bodies on the latest Panthers is giving concern and the batch may have to be repanelled.

EAST MIDLAND The British Rail contract has been obtained by this fleet through their giving a lower quotation to Booth and Fishermwho held it previously.R-types (e.g. R36/40/3/4) are being used for this.
D114 has been withdrawn.
On order are 10 Bristol LH/Willowbrook B45F and 2 PSU4A/4R/Plaxton C41F.

HUDDERSFIELD New are:
29/30 PCX 29/30G Daimler CRG6 62128/9 Roe ? (both for the Joint Committee).

LEEDS New are:
149-60 PUB 149-60G Daimler CRG6 61994-2008 Roe H78D
One,159,left on a trip to Lille,France on 8/10/68, whilst 156/8 were at Earls Court.

MEXBOROUGH AND SWINTON This fleet has some new NCME H77F bodied Fleetlines,one is 24 WWU 924G. (See Yorkshire Traction also).

TYNESIDE 47 has been withdrawn following accident damage and has been converted to a tree-lopper for Northern General.45 was withdrawn before 47 but reinstated and repainted.Also repainted is 42.
53 has been fitted with a tow bar.

GATESHEAD AND DISTRICT 111 has also been fitted with a tow bar.

MANCHESTER Besides STD 193 being on loan,Newcastle's recently converted dual door PDR,601 was on loan.Both

these,a 'Mancunian' and a convert to O.M.O. from an earlier Fleetline were operated on Service 19(Victoria Station - Reddish),each carrying an inspector who asked passengers to complete a questionnaire saying which of the four types they preferred.193 proved by far the most popular,the 'Mancunian' second,and Newcastle 601 third.

NOTTINGHAM All the ex-West Bridgford buses have been repainted in Nottingham livery.

MIDLAND GENERAL New are:
312/3 YNU 350/1G Bristol FLF6LX 236325/6 ECW H70F
(not as previously stated)

TRENT 762 has been withdrawn

YORKSHIRE TRACTION This fleet has absorbed Mexborough and Swinton and County Motors which took place as from 1/10/68. County will lose its identity but no decision has yet been made whether or not to retain the identity of the Mexborough fleet.

TRAM NEWS - D.Tummon

Douglas Cable tram,73,is to be restored using parts from another derelict body.

BLACKPOOL Railcoach Mk.2 618 is being rebuilt with a lengthened 5-window saloon body and with ends tapered (like Leeds 600) so as to fit the standard (for Blackpool) Auster windscreen.The rebuilding is taking place in Rigby Rd depot,not the works.Brush car 630 now has 24 controllers and folding doors.TV car 16(ex.165) has been scrapped.

INDEPENDENTS

New operator E,Sharpe,49,Bingham Park Road,Sheffield

Andrew,Sheffield		EGD 160C	Bedford VAL14	1556
Duple	C52F	ex.Hodden,Clitheroe 9/68		
Leon,Finningley	74	9375 WX	Bedford SB3	87721
Duple	C41F	ex.Sharpe,Beighton 9/68		
Gill,Sheffield		WUM 50	Leyland PSUC1/2	544808
Burlingham	C41C	Scrapped 9/68		
Sharpe,Sheffield		WWB 397G	Ford Transit	BC05HP45229
Deansgate	B12-	New 9/68		
Whiteley,Maltby		UEV 832	Bristol KSW5G	90.066
E.C.W.	L55R	Ex.Eastern National 2339		9/68

BUSES IN THE PERTH AREA Part 2. by P.Hanwell

Unfortunately my three visits to Dundee occurred during the strike by the Corporation's busmen.The only Corporation buses to be seen were several 1948 AEC Regent III's with MCW bodywork that had been purchased by the City Engineering Department for use as mobile workshops.

Dundee is a stronghold of Greyhound Luxury Coaches, connected with the similar business at Sheffield.To be seen were a recently acquired PD2 from Cumberland,and a Roberts bodied PD2 from Eastern National.Several buses were on loan to a private store to carry any prospective customers to its Grand Sale.I suspect that many of the 'Customers' had already done their shopping and were trying a sneaky way of getting home.

The main bus station is on Seaview Road,and is the departure stand for all the services operated by the Alexander group.The majority of these services are operated by Alexander(Northern) whose depot is adjacent to the bus station.The majority of routes are worked by single-deckers, including several 1947/8 Tiger PS1's and 1949/50 AEC Regals.The double-decker is very much in the minority in the Northern fleet.However several 1947/8 Titan PD2's were working long out-of-town routes,helped by occasional PD3s. These old Titans are in excellent condition,especially as regards their Alexander bodywork.In their yellow livery these double-deckers look really marvellous.

Dundee depot has a very weird selection of coaches. Even the old half-cab single-deckers are classed as coaches. there are several Tiger PS1s with Burlingham Sunsalloon bodywork,along with Royal Tigers bearing Leyland coachwork.

The only operator running into Dundee with any frequency apart from Northern is Fife.Fife runs services to Kirkcaldy and St.Andrews,using their new Bristol RELLs along with the usual Alexander bodied Tiger Cubs.Midland operate a joint service with Northern to Perth via the main coast road.

The Corporation bus stands on the "sea front" were being used as a car park,but McLennan were still using it as a departure stand for their services to Errol and Perth. Errol is a small village near Dundee where one of the McLennan depots is situated.This holds ONE bus only,with room for another on the adjoining spare ground.A local

contractor,Stephen's,had purchased a Titan with Burlingham bodywork from Ribble.

In contrast to the many hours spent in Dundee,my visit to Aberdeen lasted for about one and a half hours.En route at Blairgowrie,a Northern AEC Regal was noted on the 20-mile route to Dundee,a remarkable achievement for an 18 year old bus.

As we approached Aberdeen we were confronted by many yellow double-deckers of the Northern Fleet,whose headquarters is at Aberdeen.On reaching Aberdeen's Union Street (about 8 times as long as the Moor,and as straight) we were confronted by an almost continuous line of Corporation buses in their livery of two different greens.Chassis are standardised on Daimler and AEC with bodywork by Weymann, Metro-Cammell,Crossley,Alexander and Park Royal.As elsewhere in Scotland Alexander bodywork prevails,on Daimler CVG6,CVD6,AEC Regent and Swift chassis.Metro-Cammell and Weymann have put their very attractive Orion bodywork on Daimler CVG6 and AEC Regent V chassis.There are still several 1949 Daimlers with old-style Weymann bodywork in peak-hour service.

The standard of maintenance in the Aberdeen fleet was of an EXCEPTIONALLY high standard,not one bus was seen with a dinted panel,or a panel in undercoat,and not one bus was dirty.

As already mentioned,Aberdeen is the headquarters of Alexander(Northern).Their bus station on Guild Street is a very small,badly-designed place involving reversing out of a stand to leave.This seems to be a fairly standard practice with the Alexanders,as this reversing procedure takes place at Perth,Dundee,Blairgowrie and Crieff Bus Stations.Again the services are dominated by single-deckers including several acquired from independents that have been taken over.One of Northern's only two Albion Lowlanders was noted - it looked marvellous in its yellow livery.

Just outside Aberdeen,on the coast road,was a pre-war Leyland single-decker originally owned by Alexander,that was being used as a caravan.Further down the coast is Stonehaven,where there is another Northern depot.Again single-deckers prevail,because the depot is not built to take double-deckers.There were outside,however,several 1948 PD2s taken over with the James Sutherland business in 1950. On the way back into Perth the old tram depot of Perth Corporation was seen,still with its track and pointwork leading into the depot.

The five hours spent at Edinburgh seemed like a day after Aberdeen. Trying to take numbers, photographs and avoid pedestrians on Princes Street is not the easiest thing in the world, but somehow I managed it! Edinburgh is literally swarming with buses, all of which are Leylands. The Corporation has over 450 Titans, of which no less than 300 are fitted with MCW Orion bodywork. Most of the others are bodied by Alexander, as are all Atlanteans and a batch of 70 Guy Arabs.

The single-deck fleet consists of 50 Tiger Cubs with Weymann bodywork and the unusual 36ft. 3-door thing! Most of the Tiger Cubs seen were trainer or publicity buses. A small coach fleet is operated in this capital city. All coaches are Bedfords mostly with Duple Coachwork. There are, in addition, two Martin Walter minicoaches.

The out-of-town routes are operated by Scottish Omnibuses, operating as Eastern Scottish, Baxter's and Stark's. The majority of buses are standard Bristol/ECW products, but prior to purchasing Bristol many AEC's entered the fleet.

These include Reliances, Monocoaches and Regent IIIs. In addition, several Regent V's were taken over from Baxters. Several of the Regent IIIs date from 1947, and appear on all day service. Surprisingly an ex-Western SMT Titan with Northern Counties bodywork turned up. It produced the following comment from its new conductress - "Good God! We must be going back to Adam and Eve's time!"

The Eastern Scottish bus station is also the departure place for the express services to London. Several Western SMT Alexander bodied Leopards were on this service, whilst a United A.S. ECW bodied RELL was working an express route to Newcastle.

To follow : Cowdenbeath St. Andrews
Cupar Stirling.

3155 REVISITS BRADFORD

On Friday 8th. November the two remaining Sheffield 'C' fleet exposed radiator buses - Regent III's 3154 and 3155 made their last journeys, and joined the ranks of withdrawn Regents awaiting sale. During their last years these buses - originally intended for long-distance work - had been relegated to city services, and were usually to be found

climbing East Bank Road to Hemsworth or leaving Central Bus Station bound for the suburbs of Totley or Manor Park.

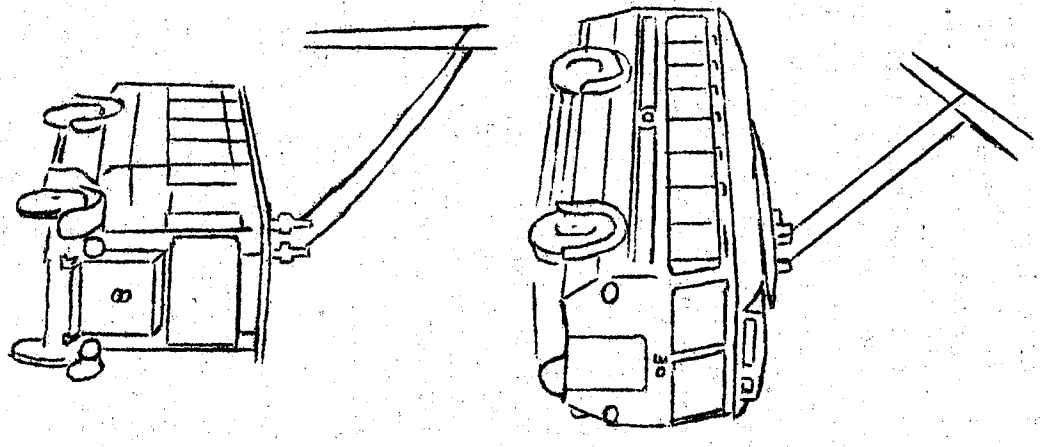
However, before withdrawl, the SOES had hoped to arrange for one of these to cover a long-distance service again as a reminder of former days. Thus agreement was reached to allocate one to the Service 66 - Sheffield-Bradford, a 3-hour marathon journey for the 11.20 trip on the Sunday prior to withdrawl (3rd. November). The garage regulator at East Bank (where these were allocated) warned however that the staff would inevitably refuse to take it, as, by now, the two were in shocking condition, and crews were using any excuse to have them changed over for a newer bus.

I was at the garage at 11.00 a.m. on the Sunday for when the staff signed on. 3155 was to be the honoured vehicle as 3154 needed brake repairs, and the driver's face dropped when he heard which bus he had been given, but after some pleading he agreed to give it a try. It took 5 minutes to find Bradford on the blind, but this was a minor obstacle to starting her. She fired only after the third go, and then rattled, vibrated and shook so violently that it sounded as if each panel was moving separately. "I'm not taking that!" retorted the driver, "I'll be surprised if it gets to town!" However he was implored to attempt it, after agreeing that if it grew any worse, he would send in for a replacement, and 3155 struggled out of the depot with the garage regulator already allocating the replacement vehicle.

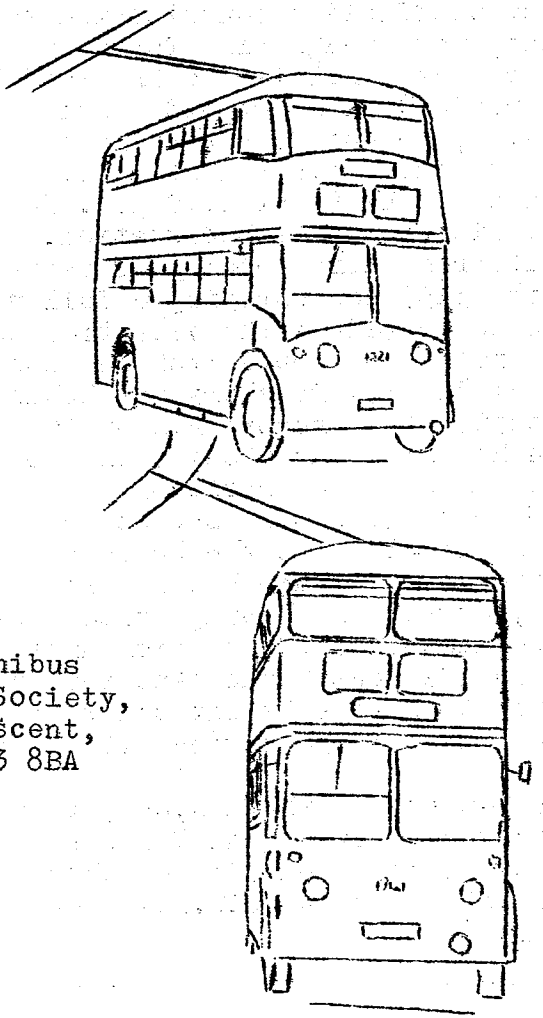
3155 pulled into Central Bus Station 9 minutes late, and took her load of passengers and enthusiasts. The engine was now warming up, and was beginning to run a little smoother, and the long journey began. Leaving the centre she followed a recent Atlantean up the Barnsley Road, and at Firth Park an inspector alighted intending to make a ticket check on the Bradford journey. He looked at 3155, then at the destination and at the driver, and the look of disbelief and surprise on his face really made a picture. He boarded the bus, checked the tickets, and alighted at Ecclesfield, still unsure if it was real. By now 3155 was performing quite well, climbing the hill out of Chapeltown without difficulty and reaching 45 mph through the narrow strip of countryside. Now in Yorkshire Traction area she pulled into Barnsley Bus Station spot on time. As enthusiasts alighted for photographs the driver was by now beginning to enjoy himself. and announced that, if she kept up her present performance she would complete the round trip without

Copyright : The Sheffield Omnibus Enthusiasts Society,
17,Ulley Crescent,Sheffield S13 8BA

York Trolleybuses



Manchester Trolleybuses



Copyright:
Sheffield Omnibus
Enthusiasts Society,
17, Ulley Crescent,
Sheffield S13 8BA

mishap.Although very long,the Bradford service is slow-timed,and a number of stops are made en-route including a picturesque village between Barnsley and Dewsbury where more photographs were taken.This greatly amused the normal passengers,who could not understand what all the fuss was about.Just beyond the village 3155 met the recently opened motorway,and,missing her turning,did a full circuit of the new roundabout before finding the Dewsbury Road. 3155 was now passing other buses on the 66 route,jointly operated with Yorshire Traction and Yorkshire Woollen District,both of whom had their latest vehicles allocated to the service,and the crews on these roared with laughter when they saw Sheffield's contribution to the service.In Dewsbury there was enough time for a cup of tea,before setting out on the final leg to Bradford.3155 looked more at home in Bradford with the old Regents there still in regular service,and was soon running beneath trolleybus wires for,what would be,her last time,and reached the outer terminus of the 66 at 2.10 p.m. joining West Yorkshire and Hebble vehicles in the bus station.

A 20 minute rest here before the return journey,and by departure time 3155 was carrying a full seated load.However the load seemed to reduce the vibration somewhat,and she climbed the trolleybus route from the bus station with ease. Without any difficulty Dewsbury was behind us,and two SOES members attempted tape recordings on the hills from the town.Back in Barnsley Bus Station the weather had turned very cold,but this was oversome by keeping warm on 3155's radiator.And so at 4.20 p.m. she set off for the last leg and reached Sheffield almost 6 hours after the morning departure.Normally the same bus returns to Bradford for a second run,not reaching garage until nearly midnight,but the garage regulator dared not risk another journey,and a forward entrance Regent V was sent for the 5.20 journey. Thus we rushed to garage by car and reached there just in time to photograph 3155 arriving with a mechanic at the wheel.

Now 3155 has been withdrawn,and,at the time of writing, just 4 exposed radiator Regent III's remain,after 11th December all will have gone.One of these - 730 - will operate a Society tour on 30th.November on which we hope you will join us.

A SURVEY OF BRITAIN'S REMAINING TRAMWAYS - D.Tummon

3. Douglas Corp.Horse Tramway Part Two.

Fleetlist (Historic)

1-4 5-window d/d built 1876 No.1 sold by 1901,nos. 3-4 in 1949

5-6 Starbuck 6-window 32-seat d/d built by 1883.Sold in 1949

7-8 7-window d/d built 1884. No.7 sold 1924,no.8 in 1949

9-10 Starbuck open-toastrack. 32-seats built 1884. No.9 sold in 1949

11 Starbuck open toastrack 32-seat built 1885-6

12 Milnes open toastrack 32-seat built 1888

13-14 Metro-Cammell d/d 24/18 seats built 1883.Ex-South Shields 1887.No.14 destryed in 1908.No.13 renumbered 14 in 1908.Withdrawn in 1948 and sent in 1955 to Clapham Museum.

15-18 Metro-Cammell as 13/4 ex.South Shields 1887. 15 withdrawn 1949,16 in 1915.Nos.17/8 converted to 28 seat s/d 1903/4.No.17 withdrawn by 1913

19-20 Milnes open toastrack 32-seat built 1889 withdrawn 1949

21-22 Milnes open toastrack 32-seat built 1889-90

23-6 Milnes open toastrack 32-seat built 1890-1.Nos.23/4/5 withdrawn 1949

27-9 Milnes 'Pullman' saloon 32-seat built 1892

30-1 Milnes open toastrack 32-seat built 1893. No.30 withdrawn 1949

32-7 Milnes covered toastrack 32-seat built 1894

38-40 Milnes open toastrack 32-seat built 1902

41-2 Milnes-Voss open toastrack 32-seat built 1907

43-4 U.E.C. covered toastrack 32-seat built 1907

45-6 Milnes-Voss covered toastrack 40-seat built 1908

47 Milnes-Voss covered toastrack 40-seat built 1911

48/49 Vullcan convertable 34 seats as covered toastrack 40 seats as saloon built 1935

50 Vullcan convertable 34 seats as covered toastrack 40 seats as saloon built 1935

1 Milnes-Voss saloon s/d 40-seat built 1913

Current Fleetlist : Total 31

Saloons : 1,18,27-9,48-50

Covered Toastrack : 32-7,43-7

Covered toastrack unscreened + pointed roof :- 22

Open toastrack :- 10-2,21/6,31/8-42

The following have been lengthened since being built and

and 43-7.

The fare now charged is a flat-rate of 9d from Derby Castle to Victoria Pier or vice versa.The half fare is 4d. The ticket system used is bell-punch.The full fare ticket is green,and the half fare yellow.These have "To Victoria Pier from Derby Castle" on one side and "From Victoria Pier to Derby Castle" on the other,punched as applicable. There are spaces on both sides marked "Luggage" but I never saw a conductor charge for luggage.An interesting way of conveying perambulators is to hook them over the brake handle at the back.Bell cords or rods are fitted on most cars,but sometimes,and always on open toastracks,the conductor uses a whistle.Horses make a maximum of 3 journeys to Victoria Pier and back in any one day.

TROLLEYBUS NEWS - P.M.Acton

TEES-SIDE The trolleybus system is to close in 1972 and thus the Reading trolleys are not being bought.

Trolleys 1/3/12/3/7/8 are in the new livery - all others are still darker green.

CARDIFF Trolleys still operating as at 1/11/68 were: 215/8/20/7/8/55/75-9/81-7.

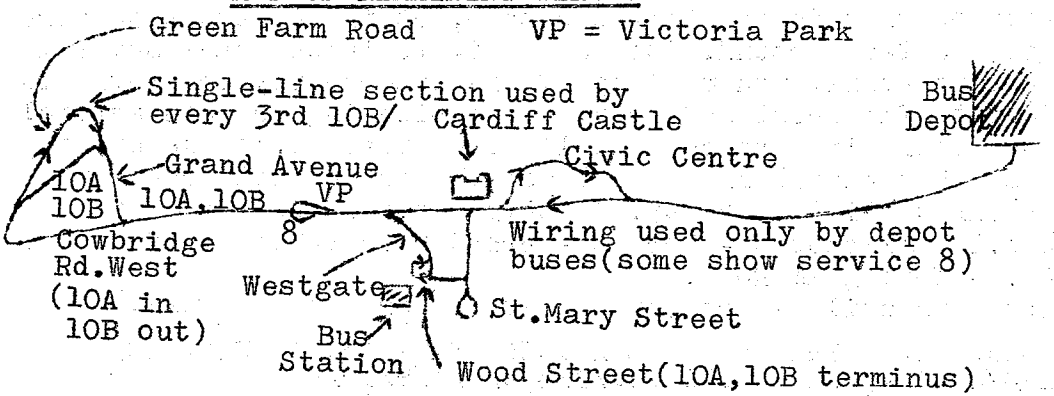
Wiring All wiring has now been removed from the St.Mary Street - Gabalfa/Roath Park routes.

New wiring for 250 yds.is being erected at Roath Court Bend,Newport Road in connection with a road improvement scheme.

Routes The only two remaining are 10A and 10B both from wood Street - Victoria Park - Green Farm Road (10A via Grand Avenue,10B via Cowbridge Road West).Certain buses are extended Green Farm Road/Grand Avenue Junction then as per normal to Wood Street (10B).This route is only one way.During the morning peak (Mon - Fri only) the occasional trolley runs on route 8 from Newport Road Depot to Victoria Park and back,sometimes terminating at Hevelock Road from Victoria Park.Every third 10B operates the extension to Green Farm Road/Grand Avenue Junction.

Final withdrawl will be on delivery of 25 Fleetlines - probably around Easter.However the Corporation are worried that the trolleys may not last this long as they are in poor condition and spares are very difficult to obtain,and thus an earlier withdrawl would not come as a surprise.

MAP OF REMAINING WIRING



S.O.E.S. READING TOUR - 26th.October 1968

by Dave Tummon

Since the Reading trolleybus system was due to close on 3rd.November,this is an opportune moment to describe our latest and longest tour to date.

Leaving Pond Street at 8.30,our coach was no.3004,a recently delivered Alexander/Leopard for the Sheffield share of the new motorway services.It was to have been a Burlingham/Leopard,but apparently STD considered the distance to be too great to cover in the 5 hours allowed. An abortive visit to Victoria Station was made to collect twoexpected participants,during which the driver had considerable difficulty in extricating the coach,due in the main to indifferent parking by taxis.Eventually we set off again,and travelled down the M1,stopping twice on the way, as far as Watford.The caoch was fairly fast,but the ride was disappointingly bumpy at the back.At the Watford Gap stop,an interesting comparison was afforded when we pulled up next to a North Western similar 1965 example.However, despite high speeds,3004 did not touch LRB 750 on the Doncaster tour! To return to the subject,we travelled through London Transport country and central areas via Rickmansworth and Uxbridge and saw a variety of RT's and RM's,plus a solitary GS and modernised and unmodernised RF's.At Slough we joined the M4 to travel the restoof the way to Reading,noting en-route a Thames Valley Lodekka in red and white coach livery - how similar to Brighton, Hove and District these look,and not a patch on the South Midland version.

We arrived in Reading on time (!) and parked outside the depot,and a great attraction was the solid-looking Crossley trainer.We had been refused both depot visit and tour on grounds of staff-shortage,but in the event we were able to look around.After a 30 minute lunch break,several members availed themselves of the opportunity to travel in 3004 to Tilehurst and back.It was pleasing to note several 6-wheelers in service,as well as 4-wheelers.It was noted also that wiring from Norcot on the Armour Hill route appeared still to be up.The only service operated was Rte.17 Tilehurst - Norcot - Broad Street(Town) - Cemetary Rd. - Wokingham Road.

Trolleys still in use,or available for service were:

6-wheelers Sunbeam S7-BTH 1950 Park Royal H36/32RD
170/2-4/6-9/81 ERD 141/3/4/5/7/8/9/50/2

4-wheelers Sunbeam F4A-AEL(187-91/3)-EE(182-6/92) 1961
Burlingham H38/30F nos.182-192 VRD 182-192
193 is withdrawn.

Every trolleybus carried advertisements sponsored by local traders saying '----Co.Ltd says Goodbye to Reading's trolleybuses' - a very nice gesture.The advertisements on 6-wheeler 181 were sponsored by the Reading Transport Society,by whom this bus is to be preserved.Following the guided tour in 3004 2 hours were left free to sample service buses,and it was then seen just what poor condition most of them were in,for example the back window was on the point of dropping out of no.177.Besides the advertisements much local interest was being shown,souvenir booklets being on sale at a large store,and at least one shop having a full window display for the trolleys.

The return trip was made more interesting by involved diversions to avoid a bridge with 5 ton weight limit,and to find a filling station.However,once back on the M1 near Hemel Hempstead we were able to arrive back in Sheffield almost on time.

For a long tour thisvwas very enjoyable and went very well,so please join us on our next.

THE LAST DAY OF READING TROLLEYBUSES
3rd.November 1968
by M.Skillen

COVER PICTURES Top : BUT 4-wheeler no.144 preserved by the Reading Transport Society,and repainted by the Corporation.This was the last trolley to run in Reading.
Bottom : The scene as the last trolleys reached the depot - crowds surround 144 and a 1961 Sunbeam forward entrance (on the right of the picture)
Both photographs by M.Skillen.

The members of the Brighton Bus Club arrived in Reading at one o'clock on the afternoon of Sunday 3rd. November,having made the journey in Michael Dryhurst's AEC Regent III/Weymann ex.Brighton Corporation.As we arrived B.U.T. no.144 was posed outside the depot for photographs.It had previously been repainted by the Corporation,and was carrying advertisements saying 'You've missed the lastvtrolleybus,don't miss the EVENING POST'. The destination screens were set to 'THE END RCT'.In the

cab was a replica of 144 in flowers made by the RTS.

Special trolleybus services were being run from 12 noon every fifteen minutes along rte.17 Wokingham Road - Tilehurst,while normal Sunday services were being run by motorbuses.144 left the depot for a trial run,without passengers,to Norcot turning Circle and back. FUF 63,the Regent,followed as soon as the members had regathered,and reached the turning circle just as 144 was leaving.There we noticed that several of the overhead support poles had painted on them "Better things are electric",as the ex-London TD of the NTA had several stickers from the Electricity Showroom saying 'Better things are Electric'. FUF 63 then did a non-stop trip to Tilehurst where one of the Sunbeam-Burlingham trolleys was turning.We returned to the depot,where we saw ex-London RTW 467 and T792.We were then allowed 2 hours to sample the trolleys,and so walked back to the main road where we caught a six-wheeler back to Tilehurst.There were at least 12 people standing downstairs,and many people had to be refused at stops.We arrived at Tilehurst and had to get off to give other people a chance to get on the return journey.Luckily many people were waiting for the last trolley,and so we managed to find a seat.Back at the depot we were allowed a quick look at the Commer tower Wagon in the overhead dept. workshops before inspecting the AEC Regents and Crossleys lined up for disposal.

Around four o'clock,trolleys 174,181 and 144 pulled out of the depot and lined up,followed by all the negicles parked in Mill Lane.At that moment the last two trolleys arrived from Tilehurst and Norcot. The driver of the last trolleybus - Mr.G.W.Pottinger,was signing his autograph on souvenir tickets given away on the trolleys earlier,and being interviewed in his cab.

At last 174 left followed by the convoy of vehicles. FUF 63 was stopped at Traffic lights and so the gap between us and the trolleys widened.Although we went as fast as possible,we could not catch the trolleys,so we turned off into a side road where the trolleys turn left between Norcot and Tilehurst,to wait for the convoy to return,followed by the T and RTW.

After a wait,we pulled out behind 144,followed by the T and RTW.We were almost overtaken several times by the T but,thanks to Michael Dryhurst's shillful driving we kept

ahead.

When we arrived back in Mill Lane,174 and 181 had already enetered the depot,but 144 was being driven in for the last time.There was a great cheer as 144 was de-wired for the last time.Reading Trolleybus System had closed.

Visitors were allowed to inspect the doomed trolleybuses, which we did,before our party boarded FUF 63 and the ex-Eastbourne Leyland Lion for the return trip to Brighton.

Unfortunately Teesside has cancelled their order for 5 trolleybuses,thus 144 and 181 are to be preserved and the rest will go to a scrapyard at Slough.

DUNDEE TROLLEYBUS SYSTEM
by H.BREARLEY

Dundee was the next town to adopt trolleybuses,and the first in Scotland,but little can be said as there was not much of it.Dundee obtained railless powers early,and a service was opened in 1912 with two Railless cars of the same type as Leeds and Bradford along Clepington Road. This road runs from Fairmuir to Forfar,and the route was 1 mile,350 yards long.The overhead was erected by the Corporation staff - groved trolley wire supported by span wires.It was constructed at a cost of £1000 exclusive of the two vehicles which were numbered 67 & 68.These were shedded at Maryfield depot and entered or left the route by a skate in the tram rails.One of the main troubles was the cutting up of the road which,at that time,was mainly unmade,and in dry weather caused clouds of dust,with ruts in wet weather.This was the main cause of abandonment as it was said it would cost more to make the road than run a railless system.The system was inspected by Colonel von Donop Railway Department Board of Trade on Sept.3rd.1912.The Colonel said to the chairman,Councillor Johnson and the manager,Mr.P.Fisher that it was the first system of trolley-buses he had inspected and he was delighted.

The service started on Sept.3rd.1912 and was abandoned on May 13th.1914.The buses were stored until 1917-18 when they were sold to Halifax Corporation for £650 each.

That was the finish of railless in that part of Scotland - the road came before the railless.

RAILLESS IN GREAT BRITAIN - STOCKPORT by.H.Brearley

The next system to start was Rotherham, barely a month after Dundee - Oct.1912 saw the start of this South Yorkshire system, but at this point I do not propose to deal with Rotherham as it had a long and lively life.

So I am going to Stockport, another small but daring system. No matter what walk of life you go in, there is always someone who has to be different, and so it was with Stockport Corporation who, on the 10th March 1913 opened a railless system which proved to be the only one of its kind in Great Britain. The Lloyd Kohler, or Bremen system, on a 2 mile stretch between Stockport and Offerton. 3 vehicles were purchased being 20-seat single deckers ~~mxk~~ chain driven with Brush bodies, and, what was a novelty at that time, a pedal operated controller. Why this system was adopted I don't suppose we will ever know - the First World War was not far away - I suppose in 1913 the war drums could have been rolling, I don't remember - but the war made maintenance difficult. The overhead, of which there was only one pair of wires in vertical parallel, the two wheeled trolley running on top of the upper wire(negative) and two spring loaded bows bearing against the bottom wire(positive). The flexible trolley cable was plugged into the bus side, and exchanged as the cars passed. One vehicle was sold to Mexborough and the system was abandoned in 1919.

The main trouble was the vehicles' back axles which were too weak, and new axles did not improve their performance. As stated one was sold for £600 and the two left could only muster parts for one bus to operate. The remaining bus axle gave out in 1919.

So as far as Stockport was concerned that was the end of trolleybuses.

NEXT MONTH - trolleybus systems covered include Keighley and Doncaster - don't miss it!

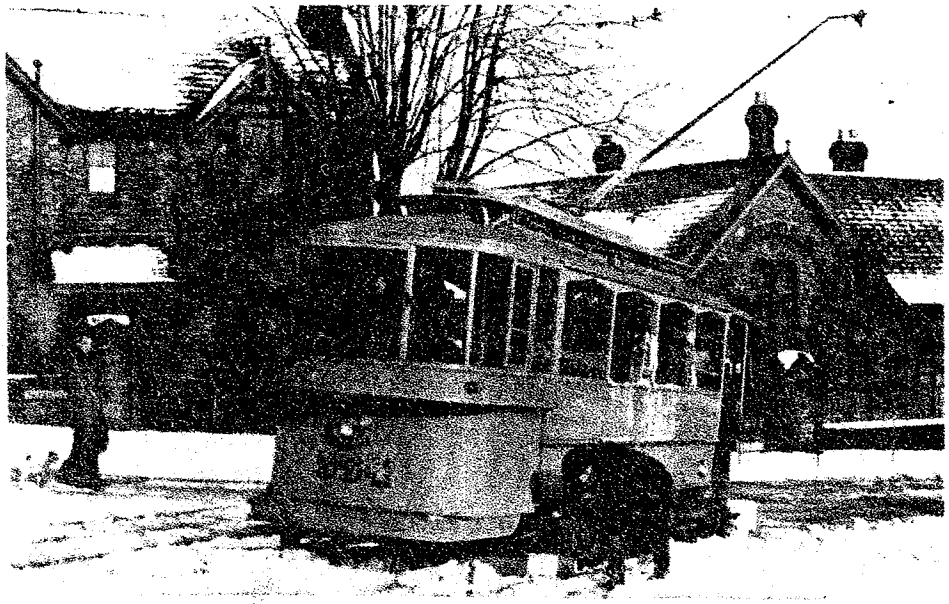
I have received details of a tour by Huddersfield BUT trolleybus 619 on the Tees-Side system on Sunday 12th. January. Transport is being arranged from Huddersfield, and if enough support is shown we will take 231 to Huddersfield to meet this. If you are interested please contact me (D.E.Vickers) as soon as possible. All proceeds for this tour will be used by the BUT Preservation Fund(Huddersfield) towards acquiring Belfast 209.

See you on the 730 tour,

D.E.Vickers — Secretary

R.Banks — Editor

M.Q.Craig — Treasurer



As another Winter draws near, a sight that will not be seen again - Snowplough car 354 clears the rails in Parkside Road.

So far unpictured in our magazine, the second bus in the SOES 'fleet' is becoming a familiar sight in Sheffield. Oldham 231 is seen here on Woodhead Pass on being brought from Oldham to Sheffield on Sunday 13th. October.